

vance in the price of help, which will tend to make things better all around."

A large number of the men in this city who did not get an opportunity to sign the charter membership list last Sunday have availed themselves of the opportunity this week, the list being at Frank Fowler's store on Main street every evening. Another meeting will be held next Sunday afternoon, by which time it is expected that the charter which the local union have asked for from the American Federation of Labor will have arrived, and an organization will be effected.

January, 16, 1902.

HERRING OUTLOOK POOR.

At Bay of Islands, Fortune and Placentia Bays.

At Bonne Bay Sch. Edna Wallace Hopper Gets Load.

The herring situation at Newfoundland at present will not warrant the sending of a vessel there after a frozen cargo.

Capt. Frank Hall of the new sch. Ralph L. Hall has been ready for some time to sail for Newfoundland for a cargo of frozen herring and has been receiving news from the various bays, but none of a nature which would tempt a considerate man to send a vessel at present has been learned. Capt. Hall will hold on until January 20, and if nothing encouraging is heard by that time, will haul his new craft up until the spring seining season opens.

Since Monday Capt. Hall has received our or five telegrams. From Bay of Islands he received word that herring were getting scarce and the fishermen rapidly eaving. There was much competition for what herring were caught and the price had been advanced to \$2.50 per barrel. From Placentia Bay, the news was most discouraging, practically nothing being done there, herring being very scarce. At Fortune Bay, there had been some herring for a short time, but they had struck off and the prospect at present is poor.

Sch. Edna Wallace Hopper of Boston was very much in luck. Not being satisfied with the outlook at Fortune Bay, Capt. Malloch left there and went way around to Bonne Bay, taking the chances of being frozen in, and just hit it right, as he secured a load of frozen herring and is now on the way home.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Dictator, Quiero Bank, via Boston, 20,000 lbs. cod.
Sch. Richard Lester, via Boston.

To-day's Market.

Board of Trade prices: large handline Georges cod, \$4.00 per cwt., medium do., \$3.25; large trawl Georges, \$3.75, medium do., \$3.00; handline cod from deck, caught east of Cape Sable, \$3.75; medium do., \$3.00; large trawl bank cod, \$3.25; medium do., \$2.75 large dory handline cod, \$3.50, medium do., \$3.

Outside sales dory handline bank cod \$3.5-8 per cwt. for large and \$3.1-8 per cwt for medium

Outside sales of Bank cod, \$3.25 per cwt. for large and \$3.05 for mediums.

Newfoundland salt herring, \$3 per bbl.
Bank halibut, 13 cents per lb. for white and 9 cents for gray.

Boston

Jan. 16—Ar., sch. Regins, 28,000 haddock, 6000 cod.
Sch. Monarch, 28,000 haddock, 15,000 cod.
Sch. Vera, 14,000 haddock, 9000 cod.
Sch. Sylph, 6000 cod, 300 hake, 300 pollock.
Sch. Bertha M. Bailey.
Sch. Oliver F. Kilham, 4000 haddock, 1200 cod, 1000 pollock.
Sch. Grace Otis, 5000 haddock, 800 cod, 1000 hake, 300 pollock.
Sch. Clara M. Littlefield, 1000 haddock, 1000 cod, 3000 hake, 1200 pollock.
Sch. Evelyn L. Smith, 2000 haddock, 500 cod, 500 hake, 500 pollock.
Sch. Pythian, 2500 haddock, 1400 cod, 500 pollock.
Sch. Thomas Brundage, 5000 haddock, 1000 cod, 1000 hake, 500 pollock.
Sch. Viking.
Sch. Venus, 14,000 cod.
Sch. Estelle S. Nunan, 500 haddock, 7000 cod.
Sch. Maud S., 5500 haddock.
Sch. James S. Steele, 12,000 haddock, 800 cod, 1000 pollock.
Haddock and cod, \$3.25 to \$3.50; hake, \$3 to \$3.25; pollock, \$3 to \$3.50; cusk, \$2.

Fishing Fleet Movements.

Sch. Norman Fisher, Capt. Howard Johnson, has fitted for winter haddock-ing.

Fishing Facts and Fancies.

For the month of December 133,312 pounds of cod, 316,692 pounds of haddock, 82,698 pounds of hake, 74,692 pounds of pollock and 37,252 pounds of cusk were landed at Portland.

ANOTHER AUXILIARY SCHOONER

Davis Bros. Having One Built by Tarr & James at Essex.

Capt. George McKown of Boothbay Harbor, To Command Her.

Tarr & James of Essex have begun work on a new schooner for Davis Bros. and much of the frame has been got out and the keel will be set up next week. The new craft will be 118 feet long, 25 feet beam and 10 feet, 6 inches depth of hold, something after the sch. Victor, but lengthened out. She will be fitted with an auxiliary gasoline engine and will be commanded in the southern mackerel fishery by Capt. George McKown of Boothbay Harbor, Me.

Capt. McKown, who is a brother of Capt. Flar McKown, who will also have a gasoline auxiliary schooner from Cunningham & Thompson's this spring, is a well known seining skipper, and last year made a phenomenal record for big fresh mackerel fares in the little steamer F. S. Willard.

Big Haddock Trip.

Sch. Lizzie M. Stanley Capt. Joshua W. Stanley, of this port, has a fine fare at Boston to-day, 55,000 pounds of haddock and 3000 pounds of cod. This is the largest trip of haddock landed by any vessel of the fleet this winter.

Western Halibut.

Two cars of western halibut, containing about 70,000 pounds, arrived from Seattle at Boston yesterday and sold for 10 cents per pound.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Maud M. Story, Georges, 28,000 lbs. cod.
Sch. Indiana, Cape Shore, 20,000 lbs. fresh cod, 15,000 lbs. haddock.
Sch. Vera, via Boston.
Sch. Dorothy, shore.
Sch. Oliver F. Kilham, shore.

To-day's Market.

Board of Trade prices: large handline Georges cod, \$4.00 per cwt., medium do., \$3.25; large trawl Georges, \$3.75, medium do., \$3.00; handline cod from deck, caught east of Cape Sable, \$3.75; medium do., \$3.00; large trawl bank cod, \$3.25; medium do., \$2.75 large dory handline cod, \$3.50, medium do., \$3.

Outside sales dory handline bank cod \$3.5-8 per cwt. for large and \$3.1-8 per cwt for medium

Outside sales of Bank cod, \$3.25 per cwt. for large and \$3.05 for mediums.

Newfoundland salt herring, \$3 per bbl.

Bank halibut, 13 cents per lb. for white and 9 cents for gray.

Boston

Jan. 17—Ar., sch. Lizzie M. Stanley, 55,000 haddock, 3000 cod.
Sch. Sylvia M. Nunan, 5000 haddock, 400 cod.
Sch. Clara R. Harwood, 9000 haddock, 700 cod, 400 hake, 500 pollock.
Sch. Mary T. Fallon, 8000 haddock, 1000 cod, 500 hake 500 pollock.
Sch. Ida S. Brooks, 9000 haddock, 1000 cod, 1000 hake.
Sch. Carrie F. Roberts, 1500 haddock, 3500 cod.
Sch. Ellen F. Gleason, 3000 haddock, 1000 cod, 8000 hake.
Sch. Sadie M. Nunan, 6000 haddock, 400 cod, 3000 hake, 200 pollock.
Sch. Ella M. Doughty, 5500 haddock, 7000 cod, 1500 hake, 2500 cusk.
Sch. Klondike, 800 cod.
Sch. Mertis H. Perry, 3000 cod.
Sch. Acacia, 3500 cod.
Sch. Almeida, 8500 haddock, 1500 cod, 400 hake, 500 pollock.
Sch. Joseph Warren, 6000 haddock, 1000 cod 1500.
Sch. Two Sisters, 3000 haddock.
Sch. Mary Cabral, 5000 haddock, 1000 cod.
Sch. William A. Morse, 4000 haddock, 3000 cod, 1000 hake, 1000 pollock.
Sch. Frank Foster.
Sch. Nereid, 7000 haddock, 13,000 cod, 1000 hake, 5000 cusk, 4000 pollock.
Sch. Mary Edith.
Sch. Susie Hooper.
Sch. James R. Clark.
Sch. Manomet.
Haddock, \$2.50 to 3; large cod, \$3 to \$3.75; market cod, \$2.50; hake, \$2; pollock \$2.50 to \$3.

Fishing Fleet Movements.

Sch. Miranda has sailed on a fresh halibut trip under command of Capt. John Olson.

Sch. Arbutus is fitting for halibuting under command of Capt. Leonard Crowell.

Provincetown.

The bait problem is a tough proposition with the dorymen at present, fresh bait commanding fancy prices.

A quantity of pail lard is reported as having been picked up in the bay by fishing boats the past week, and the sloop Nancy passed what was believed to be a barrel of flour on a recent trip. It is not known where these floating goods came from.

Fishing Facts and Fancies.

For the month of December 133,312 pounds of cod, 316,692 pounds of haddock, 82,698 pounds of hake, 74,692 pounds of pollock and 37,252 pounds of cusk were landed at Portland.

FROM BAY OF ISLANDS.

Capt. Joseph V. Cusick Arrived Home Thursday Afternoon.

Ten American Vessels There When He Left.

Capt. Joseph V. Cusick, who has been at Bay of Islands, N. F., this winter, looking after the loading of Gardner & Parsons' fleet of herring vessels, arrived home yesterday afternoon. He left there last Monday afternoon and came home by rail and steamer.

When Capt. Cusick left there was no frost and herring were scarce. The price was way up and the fishermen were going home daily. Schs. Aloha, Grayling and Corsair each needed about 100 barrels to complete their cargoes and have probably got these and started home by this time.

Beside these three craft the other American vessels there when Capt. Cusick left, were schs. A. E. Whyland, Lizzie M. Stanwood, Sarah E. Lee, Emma E. Withersell, Lawrence A. Munroe, Senator Gardner and Lottie G. Merchant, also two Lunenburg, N. S., and two Newfoundland vessels.

On the day Capt. Cusick started for home, Capt. Solomon Jacobs telegraphed from Fortune Bay inquiring as to the prospects of getting a load there.

Sch. Aloha is loaded at Bay of Islands, N. F., with a full cargo of frozen herring and will sail at the first chance.

Sch. Hattie A. Heckman, on the way home from Bay of Islands, sailed from Lunenburg on Tuesday.

Herring are very scarce in Placentia Bay. Three Americans are at Woody and Barren Islands, one has only 50 bbls. frozen yet. Plenty of herring are seen in deep water but will not come to land.

GOOD CATCH.

Provincetown Trap Took 100 Bbls. Herring Yesterday.

The T. K. Paine trap at Provincetown made a great catch yesterday, when it took 100 barrels herring.

Live Fish Car.

A live fish car has recently been put into service on the Grand Trunk railway of Canada. It is intended for the distribution of fish to the waters along its lines. The car was built by the company shops at Point St. Charles. It is made up of a series of tanks so constructed and arranged as to provide for a proper circulation of air and to enable attendants to keep the water always at an equal temperature. The tanks are made of galvanized iron and hold from 1000 to 1500 fish.

WATER LOAN PREMIUM.

Mayor French Says Last Year's City Counsel Settled Its Disposal.

Mayor French, Water Commissioner Cressy and City Solicitor Burke were in conference Wednesday evening for quite a little while, and it is well known that the premium on the \$780,000 water loan was the subject they discussed. Mayor French told a TIMES representative that they talked the matter over in a general way, but there was nothing new brought out.

"What are you going to do with the money?" asked the reporter.

"We are not going to do anything with it," answered Mayor French.

"Well, where have you decided that it shall go?" persisted the reporter.

"We have nothing to do with it, that was settled by the city council last year. It is in the contingent fund," replied Mayor French.

January 19

THE HERRING SITUATION.

Comparison with Last Season at This Time.

Frozen Receipts Thus Far Behind Last Year.

At this time when the season has so far advanced that the herring situation at Newfoundland has become most serious and when the chances of getting many more fares is very poor indeed, it may be well to compare the situation with that of last season at this time, taking into consideration that last season was the poorest of many years.

Last year up to this time 14 1-2 cargoes had arrived, schs. Golden-Rod, Grayling, J. J. Flaherty, Dreadnaught, Joseph Rowe, Br. sch. Daisy, Maggie and May, Richard Wainwright, Helen F. Whitten, Senator Gardner and Carrie W. Babson, the latter a half cargo, from Bay of Islands, schs. Helen Miller, Gould, Priscilla Smith and Lena and Maud from Placentia Bay and sch. Parthia from Bonne Bay.

At this time last year, few if any frozen herring were on the way. The season was over at Bay of Islands and most of the fleet were at Placentia Bay with one or two at Fortune Bay. Herring were very scarce everywhere. At Placentia Bay only a few were being taken in nets and the prices were sky high, so far up that several owners had telegraphed their vessels to come home without taking any herring. One vessel started on her second trip, got as far as North Sydney, C. B., and then came home because of the poor outlook.

Owners were beginning to figure on part cargoes and count themselves lucky if their craft got a fore or after hold full.

Thus far this season six and a half cargoes have arrived, schs. Golden-Rod, Richard Wainwright, Mary E. Harty, Independence, Talisman Dreadnaught and Valkyrie, all from Bay of Islands, the latter craft having half a cargo of frozen herring.

As far as known five vessels are supposed to be on the way with frozen cargoes, schs. Corsair, Hattie A. Heckman, Grayling and Aloha from Bay of Islands, and sch. Edna Wallace Hopper of Boston from Bourne Bay.

At present there are 25 American vessels at Newfoundland for herring cargoes, seven being at Bay of Islands, where the fishery is about over, three at Placentia Bay, where no herring are reported, and 15 at Fortune Bay, where herring are high and scarce.

At present the situation is very poor and shippers of vessels at Newfoundland are telegraphing to the various bays endeavoring to hear some fairly favorable news of at least a chance to secure a part or full load. Telegrams to owners here the past week have contained nothing but gloomy news, so the outlook all around is most discouraging.

It cannot be said that any more vessels other than those now on the way will secure loads or parts of loads, but it must be remembered that for those vessels now there, with no herring, the salt bank and mackerel fisheries are seemingly so close at hand. Every day is precious, and each 24 hours means a great deal. The situation cannot be much worse. It can only be hoped that a change may soon come for the better.

Big Work.

The sloop Venus of Swamscott, Capt. John Dench, formerly of this city, went out from Boston Tuesday afternoon, torched enough herring off the Gurnet to bait her trawl, had a set and was back in Boston Thursday morning with 14,000 pounds of cod. The crew shared \$37.10 apiece.

January 19, 1901

From Yesterday's Late Edition.

IRISH MACKEREL FISHERY.

Catch of 1901 Very Much Less Than Previous Year.

Fish Kept Off Shore and Could Not Be Caught.

A letter dated December 23, 1901, at Castletown, Berehaven, Ireland, gives the following advices in regard to the mackereling season around that island. The letter is from one of the best known gentlemen identified directly with the catchers of the fish and is therefore thoroughly reliable.

The letter says that the mackerel season on the Irish coast has been the worst for 16 years. In the district where the letter was written, the catch was short two-thirds or even more from last year. The fish never approached the shore, but kept to sea, and when the men tried to seine them, they dove the seine and could not be caught.

Poor fishing is reported between Terrasale and Baltimore and in fact all around the Irish coast.

To give some idea of the light fishing, the gentleman writes that only 4000 barrels were put up at Garnish and Ardgroon. The price opened at 5 shillings per 126 fish in count, and rose rapidly to 10 shillings. Early in October it advanced to 13 shillings and has kept there since.

There were 200 barrels caught last week and this was all they expected to get owing to the rough weather.

January 19, 1902

CATCH INCREASED.

Canada's Fish Receipts of 1901 Show Material Gain.

It is estimated that the fisheries of the three maritime provinces of Canada are worth \$3,000,000 annually. Last year's business was the largest in many years. The fears which have been entertained of the possible depletion of the fish supply have little ground in the experience of the Canadian fisheries. The catch is constantly increasing, and a gratifying feature from the view point of the fishermen is that its value is increasing as well. This is not so pleasing for the consumer, and yet fish is one of the cheapest of our food supplies. The Gloucester fisheries last year had a catch of 146,000,000 pounds to their credit, and the value of that landed at Gloucester alone, independent of that brought to New York and other ports, was \$3,100,000.—New York Marine Journal.